



# Grain Transportation Report

*A weekly publication of the  
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The next  
release is  
Jan. 20, '05

**Grain Competes for Rail Capacity.** Grain and agricultural products continue to compete with other commodities for limited rail capacity. Although regional rail movements may be slowed for short periods due to periodic winter storms, rail capacity for agricultural products could become more available during the next few months because railroads are past the peak demand period for intermodal movements and newly hired train crew members are completing training.

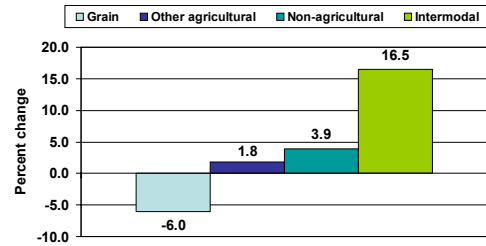
For the 4-week period ending January 1, intermodal movements on the 7 major U.S. railroads increased 16.5 percent over the same period in 2003 and non-agricultural carloads originated increased 3.9 percent (figure 1). In contrast, grain carloads originated decreased 6 percent and other agricultural products originated increased 1.8 percent.

During the past 4 weeks, grain car loadings were down for each of the four major U.S.-owned railroads, compared to the same period last year (figure 2); Burlington Northern-Santa Fe (BNSF) was down 4.7 percent, Union Pacific (UP) was down 6.9 percent, CSX was down 11.4 percent, and Norfolk Southern (NS) was down 4.6 percent. Although BNSF grain car loadings for the last 4 weeks were down compared to the same period last year, they were up 10.2 percent compared to its 2001-03 average for the same period; NS grain car loadings were about the same, CSX grain car loadings were down 3.4 percent, and UP grain car loadings were down 11.6 percent compared to their prior 3-year averages. Both BNSF and NS handled increased rail transportation demand for all commodities better than other carriers this year (figure 2).

While CSX operational performance has been improving since July, UP operational performance continues to lag. As of January 4, UP was 17 days late on grain car deliveries. BNSF reported 15,051 railcars past due for an average of 19.4 days on January 7. At the same time last year, BNSF reported 21,302 railcars past due for an average of 21.7 days. Due to cars remaining off-line longer than desired and the backlog of past due cars, BNSF will offer no more guaranteed grain cars for the months of February and March.  
[Marvin.Prater@USDA.gov](mailto:Marvin.Prater@USDA.gov).

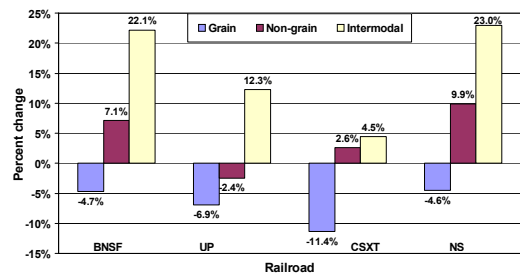
**USDA To Cosponsor Agricultural Shippers' Workshops.** The U.S. Department of Agriculture will cosponsor five agricultural shipper workshops with the Agriculture Ocean Transportation Coalition (AgOTC). The workshops are scheduled for January 17, in Boise, ID, January 18, in Portland, OR, February 3, in Atlanta, GA, February 23, in Modesto, CA, and February 24, in Fresno, CA. The annual roundtable meetings will bring together agricultural exporters, importers, freight forwarders, and transportation experts in the agricultural community. The open forum discussion will focus on ocean freight rates and surcharges, port congestion, cargo and port security issues, produce trucking, and other concerns and issues facing the agricultural ocean transportation industry. For more information, contact the AgOTC at (202) 783-3333. [Ron.Hagen@USDA.gov](mailto:Ron.Hagen@USDA.gov).

**Figure 1. Change in U. S. Class I railroad commodity movements, 2004 compared to 2003  
4 weeks ending Jan. 1, 2005**



Source: Association of American Railroads

**Figure 2. Change in commodity movements by railroad, 2004 compared to 2003  
4 weeks ending Jan. 1, 2005**



Source: Association of American Railroads

# Grain Transportation Indicators

**Table 1--Grain transport cost indicators\***

	Truck	Rail	Barge	Ocean	
Week ending				Gulf	Pacific
01/12/05	130	262	180	278	277
Compared with last week	↓	↓	↑	↑	↑

\*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

**Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)**

Commodity	Origin--destination	1/7/2005	12/30/2004
Corn	IL--Gulf	-0.58	-0.60
Corn	NE--Gulf	-0.68	-0.67
Soybean	IA--Gulf	-1.00	-0.97
HRW	KS--Gulf	-1.03	n/a
HRS	ND--Portland	-1.75	n/a

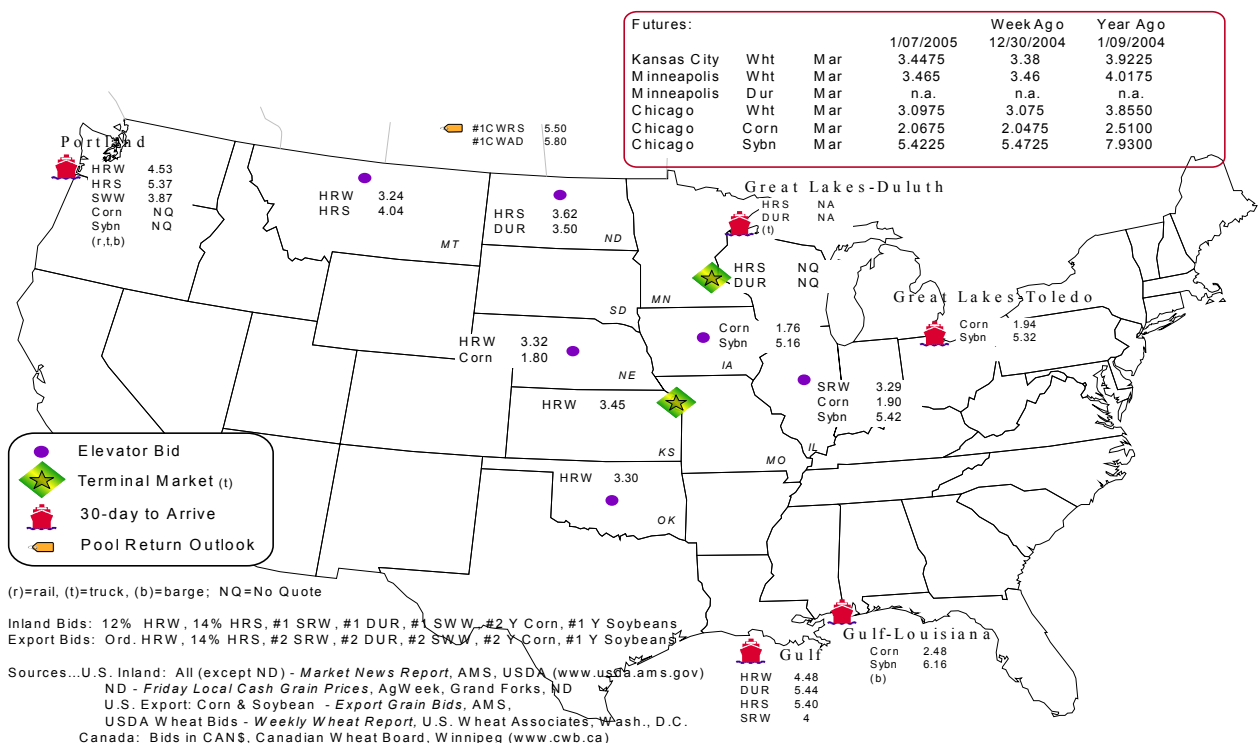
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

## Grain bid summary



# Rail Transportation

**Table 3--Rail deliveries to port (carloads)\***

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
01/05/2005 <sup>p</sup>	452	1,197	2,075	3,515	353	7,592
12/29/2004 <sup>r</sup>	67	1,006	1,381	3,912	266	6,632
2005 YTD	452	1,197	2,075	3,515	353	7,592
2004 YTD	113	2,374	572	2,731	155	5,945
2005 as % of 2004	400	50	363	129	228	128
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

(\*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (\*\*) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

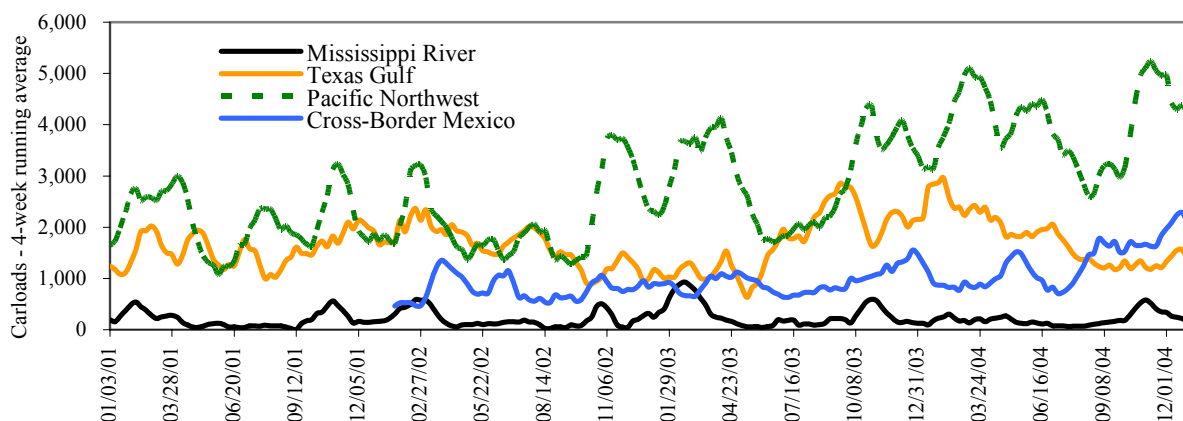
r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

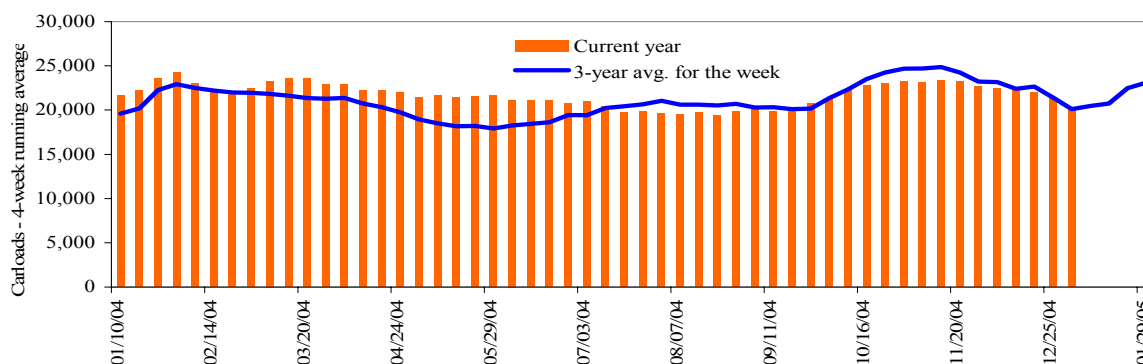
## Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

## Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

**Table 4--Class I rail carrier grain car bulletin (grain carloads originated)**

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/01/05	1,965	2,261	7,935	593	4,460	17,214	3,038	2,122
This week last year	2,994	3,078	8,664	353	4,914	20,003	4,301	3,544
2004 YTD	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060
2003 YTD	146,743	171,696	418,429	24,220	334,767	1,095,855	198,909	199,430
2004 as % of 2003	97	99	110	114	98	103	119	105
Total 2003*	146,395	171,260	416,371	24,506	336,079	1,094,611	197,993	198,185

Source: Association of American Railroads (www.aar.org); YTD = year-to-date; \* Excludes 53rd week

**Table 5--Rail car auction offerings, week ending 1/8/05 (\$/car)\***

Delivery for:	Feb. 05	Mar. 05	Apr. 05
BNSF <sup>1</sup>			
COT/N. grain	no offer	\$74	\$0
COT/S. grain	no offer	\$8	\$0
UP <sup>2</sup>			
GCAS/Region 1	no offer	no offer	\$11
GCAS/Region 2	no offer	no offer	\$41

\*Average premium/discount to tariff, last auction

<sup>1</sup>BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

<sup>2</sup>UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

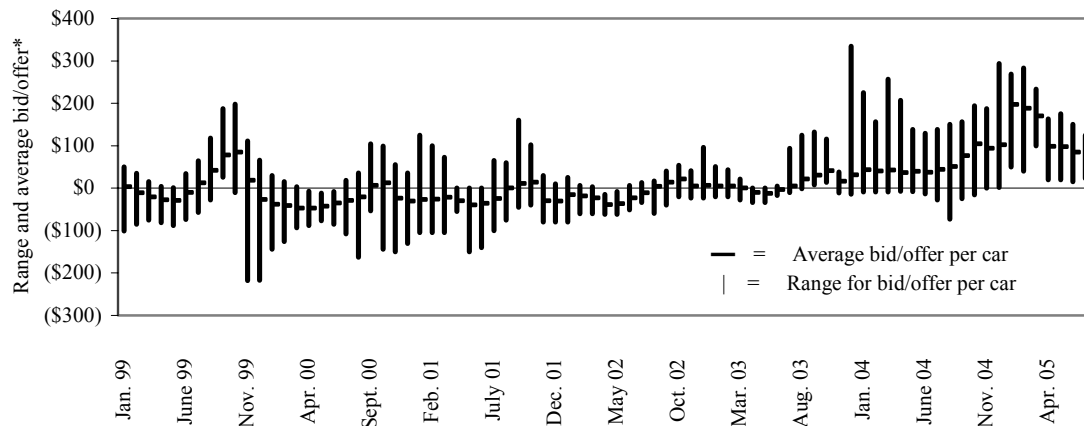
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

**Secondary rail car market, delivery month-year**



\*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

**Average bid/offer** is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Range for bid/offer** shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Table 6--Weekly secondary rail car market, week ending 1/7/05 (\$/car)\***

	Delivery period			
	Feb. 05	Mar. 05	Apr. 05	May-05
BNSF-GF	\$175	\$150	\$35	\$35
Change from last week	\$0	\$0	\$7	\$7
UP-Pool	\$158	\$125	\$138	\$125
Change from last week	-\$5	-\$6	-\$12	-\$13

\*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

**Table 7--Tariff rail rates for unit and shuttle train shipments\***

<b>Effective date:</b>					
1/3/2005					
	<b>Origin region</b>	<b>Destination region</b>	<b>Rate/car</b>	<b>Rate/metric ton</b>	<b>Rate/bushel**</b>
<b><u>Unit train*</u></b>					
Wheat	Minneapolis, MN	Houston, TX	\$2,120	\$23.37	\$0.64
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	Minneapolis, MN	Portland, OR	\$4,148	\$45.72	\$1.24
	St. Louis, MO	Houston, TX	\$2,145	\$23.64	\$0.64
	Kansas City, MO	Laredo, TX	\$2,480	\$27.34	\$0.74
	Chicago, IL	Albany, NY	\$1,834	\$20.22	\$0.55
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
Soybeans	Des Moines, IA	Laredo, TX	\$2,945	\$32.46	\$0.82
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Chicago, IL	Baton Rouge, LA	\$2,355	\$25.96	\$0.71
	Council Bluffs, IA	Baton Rouge, LA	\$2,215	\$24.42	\$0.66
	Des Moines, IA	Laredo, TX	\$2,665	\$29.38	\$0.80
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<b><u>Shuttle Train*</u></b>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,993	\$44.01	\$1.20
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,605	\$28.71	\$0.73
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$0.95

\*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

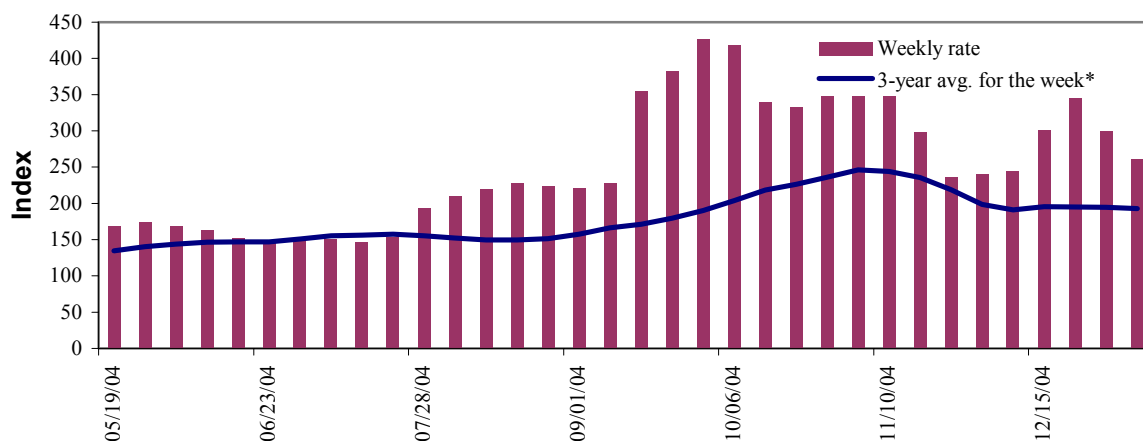
\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

# Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; \*4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 8--Barge rate quotes: southbound barge freight

Location	1/5/2005	12/29/2004	Feb '05	Apr '05
Twin Cities	0	0	0	246
Mid-Mississippi	0	0	0	226
Illinois River	261	300	253	214
St. Louis	200	257	195	178
Lower Ohio	222	278	216	188
Cairo-Memphis	190	237	185	168

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Benchmark tariff rates

## Calculating barge rate per ton:

(Index \* 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

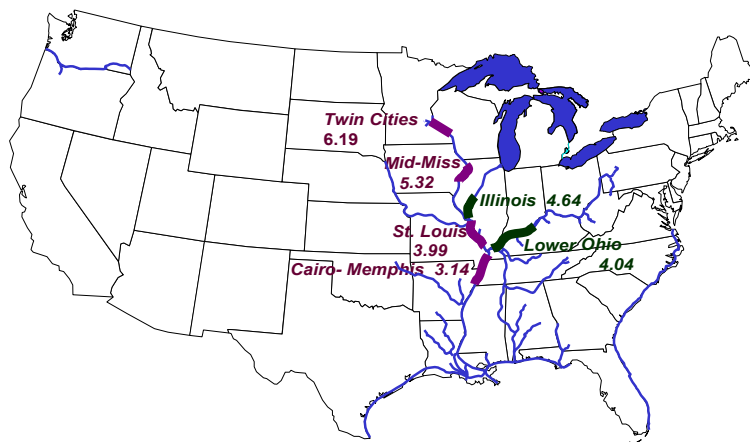
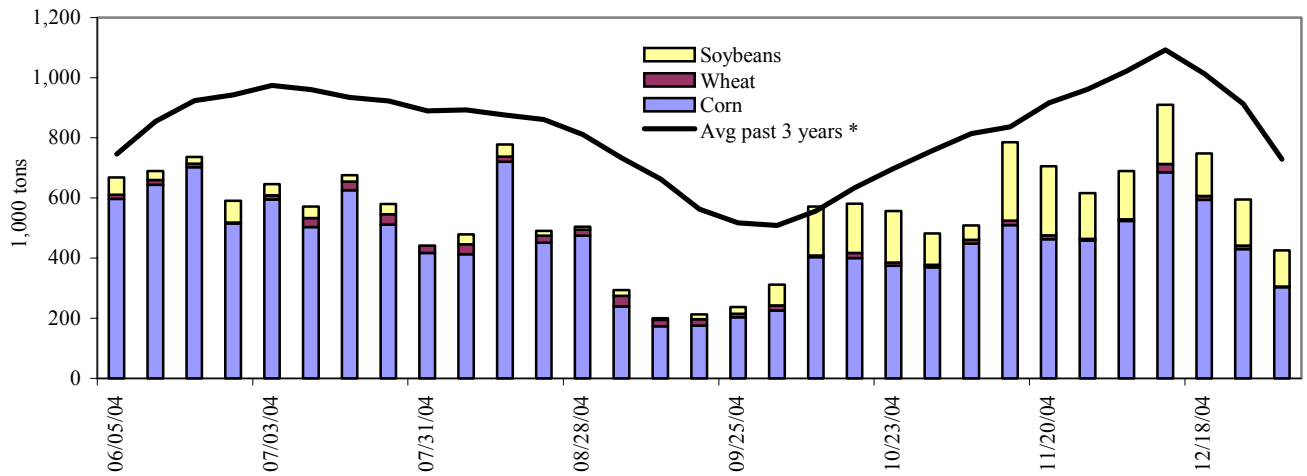


Figure 7

**Barge movements on the Mississippi River (Locks 27 - Granite City, IL)**

\* 4-week moving average

Source: Transportation &amp; Marketing Programs/AMS/USDA

**Table 9--Barge grain movements (1,000 tons)**

Week ending 1/01/2005	Corn	Wheat	Soybean	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	45	0	0	0	45
Alton, IL (L26)	308	2	121	0	430
Granite City, IL (L27)	303	2	121	0	426
<b>Illinois River (L8)</b>	164	2	93	0	258
<b>Ohio River (L52)</b>	68	2	95	19	183
<b>Arkansas River (L1)</b>	0	7	29	0	36
2004 YTD	26,235	2,701	6,784	843	36,563
2003 YTD	30,337	2,815	9,245	695	43,091
2004 as % of 2003 YTD	86	96	73	121	85
Total 2003	29,898	2,787	9,146	695	42,526

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

"Other" refers to oats, barley, sorghum, and rye.

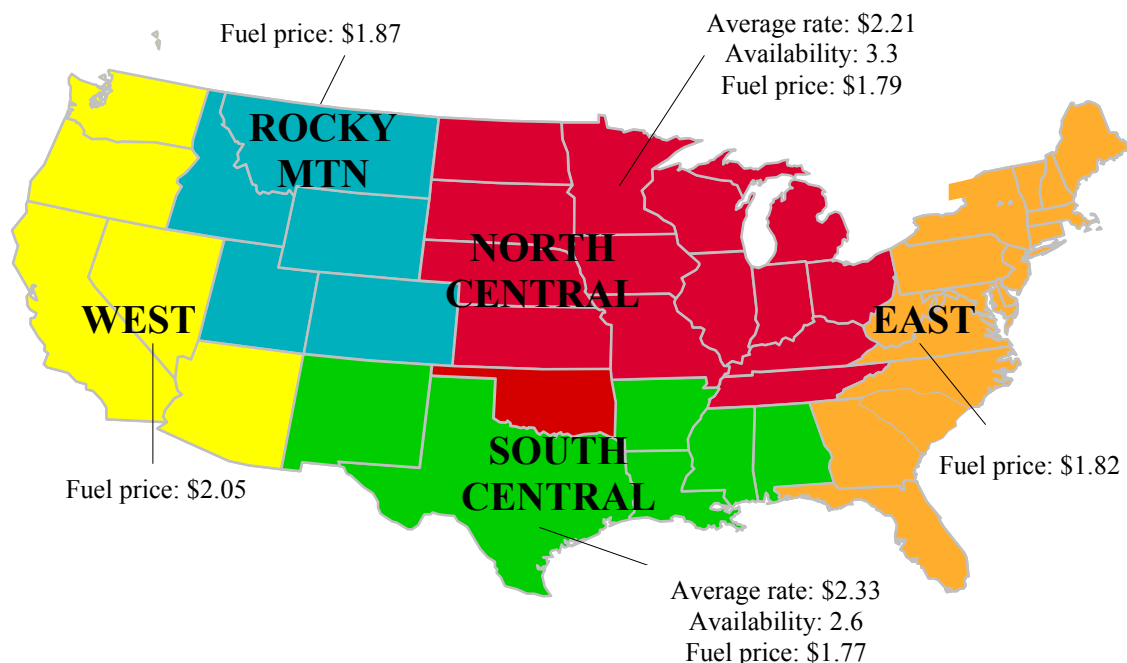
Source: U.S. Army Corp of Engineers ([www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp))

Note: Total may not add exactly, due to rounding

# Truck Transportation

Figure 8

U.S. grain truck market advisory, 3<sup>rd</sup> quarter 2004\*



\*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, [www.eia.doe.gov](http://www.eia.doe.gov)

Table 10--U.S. grain truck market overview, 3<sup>rd</sup> quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
<b>National average<sup>1</sup></b>	<b>2.76</b>	<b>2.12</b>	<b>1.87</b>	<b>3.1</b>	<b>3.4</b>	<b>3.2</b>
<b>North Central region<sup>2</sup></b>	2.76	2.02	1.86	3.3	3.3	3.3
Corn	2.90	2.15	2.18	2.8	2.9	3.1
Wheat	2.43	1.92	1.68	3.6	3.5	3.3
Soybean	2.90	2.15	2.18	2.9	2.9	2.9
<b>South Central region<sup>2</sup></b>	2.97	2.14	1.87	2.6	3.8	2.9
Corn	2.32	2.12	1.76	3.0	3.8	3.0
Wheat	3.07	2.05	1.81	2.7	3.8	3.0
Soybean	3.35	2.26	2.05	2.2	3.6	2.6

Rates are based on trucks with 80,000 lb weight limit

\*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

<sup>1</sup>National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

<sup>2</sup>Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

The weekly **diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

**Table 11--Retail on-highway diesel prices\*, week ending 01/10/05 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	1.999	-0.026	0.416
	New England	2.163	-0.017	0.450
	Central Atlantic	2.133	-0.030	0.452
	Lower Atlantic	1.926	-0.026	0.396
II	Midwest	1.911	-0.018	0.393
III	Gulf Coast	1.876	-0.011	0.357
IV	Rocky Mountain	1.877	-0.057	0.342
V	West Coast	1.973	-0.038	0.332
	California	2.014	-0.049	0.334
Total	U.S.	1.934	-0.023	0.383

\*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://www.eia.doe.gov))

# Grain Exports

**Table 12--U.S. export balances (1,000 metric tons)**

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
12/30/2004	1,482	412	1,054	768	115	3,831	6,975	5,434	16,240
This week year ago	3,172	611	1,401	1,246	182	6,613	9,150	7,697	23,460
Cumulative exports-crop year 2/									
2004/05 YTD	5,825	2,401	4,908	3,099	372	16,605	16,415	14,691	47,711
2003/04 YTD	7,004	2,322	4,026	2,476	693	16,520	16,608	14,014	47,142
2004/05 as % of 2003/04	83	103	122	125	54	101	99	105	101
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

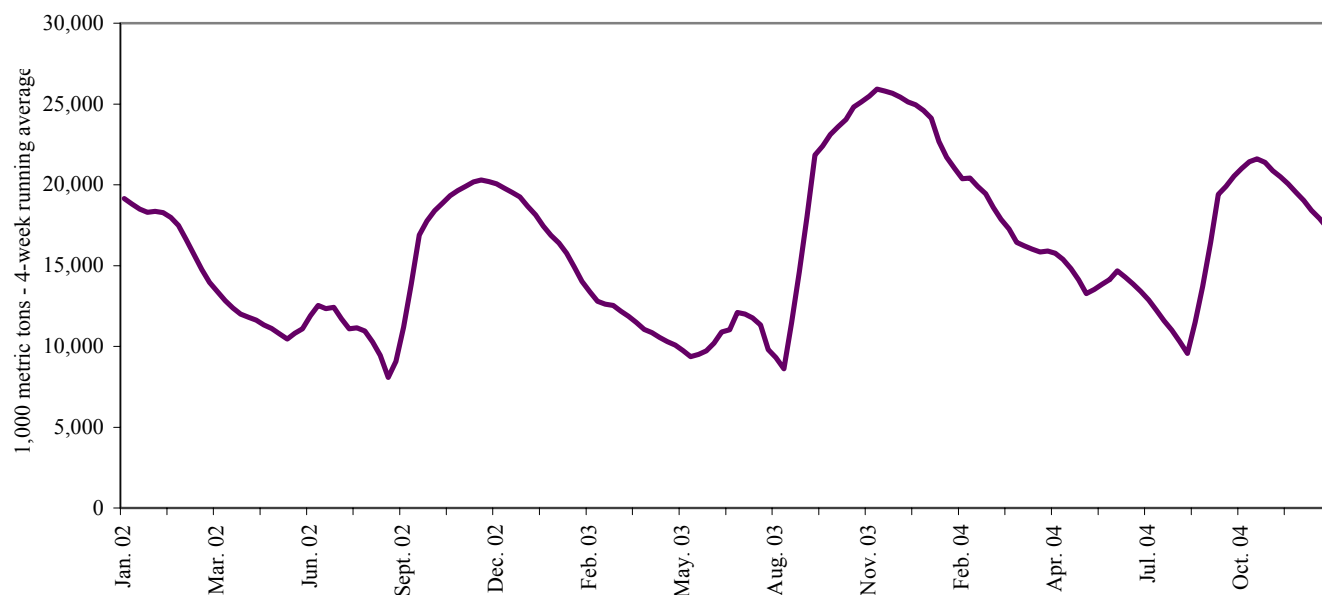
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Figure 9

**U.S. grain, unshipped export balance, including wheat, corn, and soybean sales**



Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

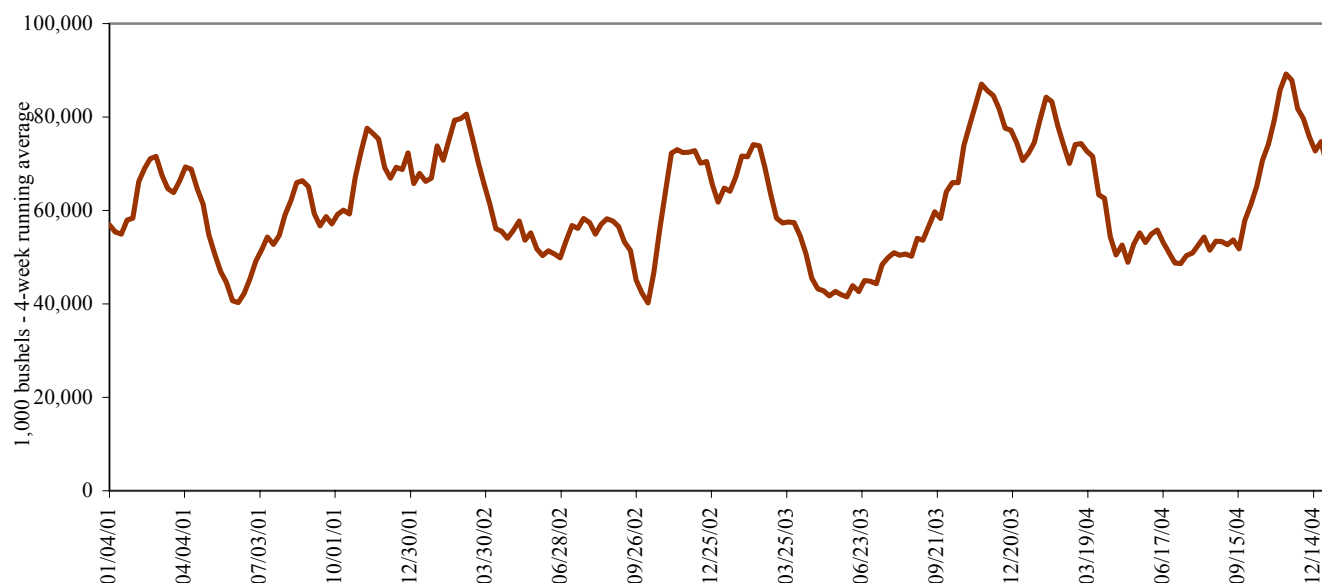
**Table 13--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
01/06/05	234	157	59	105	348	643	49	0	0	449	1,096	49
2005 YTD	234	157	59	105	348	643	49	0	0	449	1,096	49
2004 YTD	151	137	170	134	599	392	110	38	0	458	1,126	149
2005 as % of 2004	154	115	34	78	58	164	44	0	0	98	97	33
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa)); YTD: year-to-date; \* includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10

**U.S. grain inspected for export (wheat, corn, and soybeans)**

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa))

# Ocean Transportation

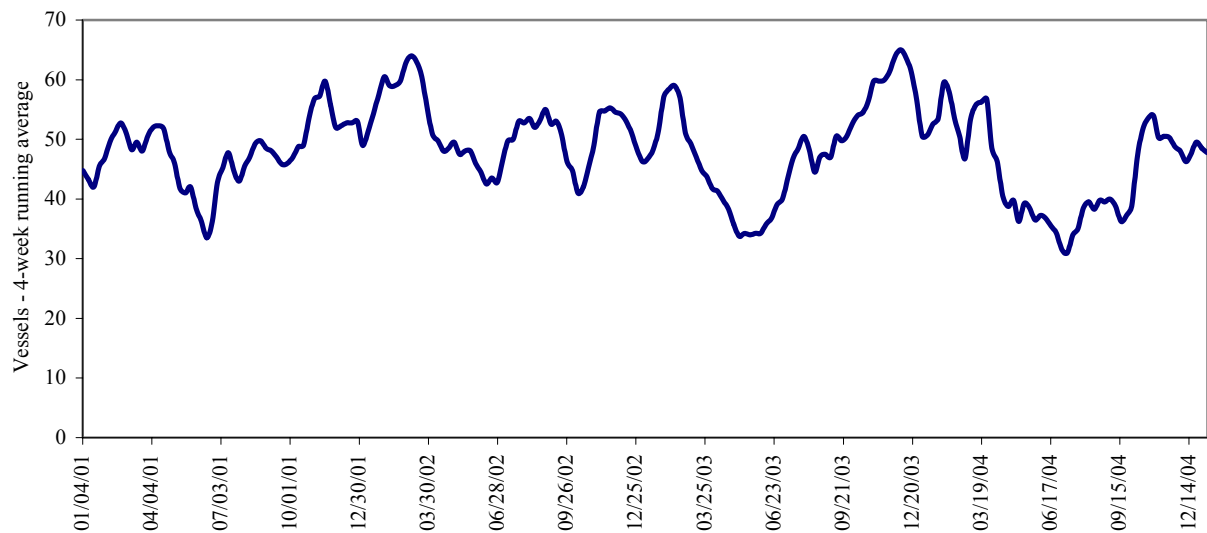
**Table 14--Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/6/2005	40	41	75	10	6
12/30/2004	37	44	72	10	5
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

**Gulf Port grain vessel loading (past 7 days)**



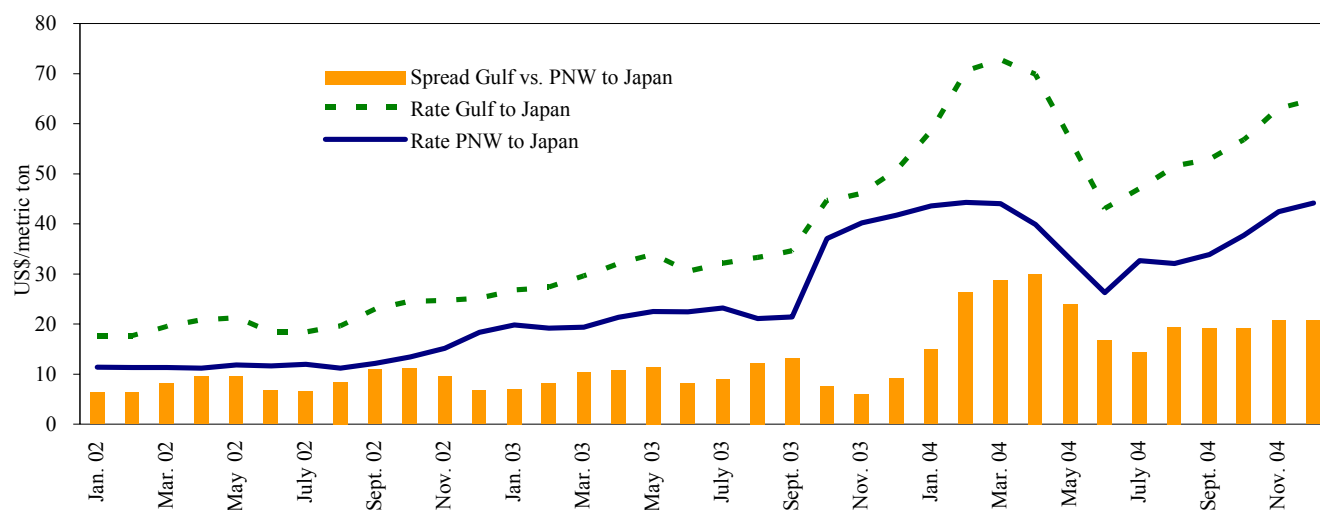
Source: Transportation & Marketing Programs/AMS/USDA

**Table 15--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change	Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change
<b>Gulf to</b>				<b>Pacific NW to</b>			
Japan	\$60.83	\$41.83	45	Japan	---	---	---
China	\$56.35	\$45.50	24	<b>Argentina/Brazil to</b>			
N. Europe	---	---	---	Med. Sea	---	\$38.50	---
N. Africa	---	\$35.00	---	China	---	---	---
Med. Sea	---	\$31.75	---				

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

**Grain vessel rates, U.S. to Japan**

Source: Baltic Exchange (www.balticexchange.com)

**Table 16--Ocean freight rates for selected shipments, week ending 01/08/05**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Belgium	Hvy Grain	Dec 10/17	40,000	38.00
U.S. Gulf	Japan	Hvy Grain	Feb 1/12	54,000	61.00
U.S. Gulf	China	Hvy Grain	Dec 27/30	55,000	63.00
U.S. Gulf	Algeria	Hvy Grain	Jan 9/15	20,000	48.00
U.S. Gulf	Haiti*	Wheat	Jan 10/20	8,300	59.37
PNW	Sudan op Kenya*	Wheat	Jan 10/20	45,000	96.20 op 84.58

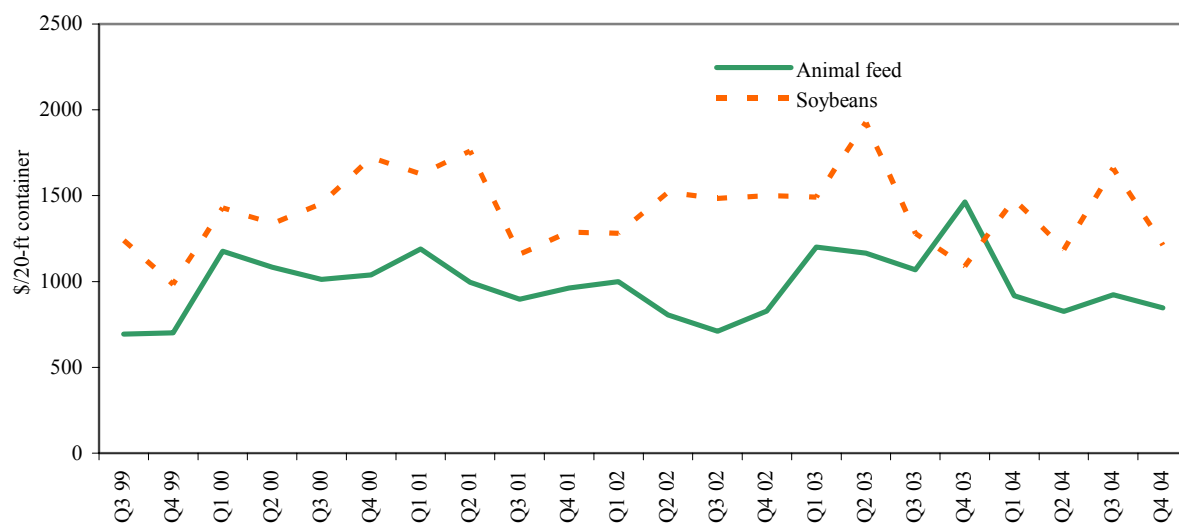
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

**Weighted average rates<sup>1</sup> for containerized shipments of animal feed and soybeans to selected Asian countries**



<sup>1</sup> Animal Feed: Busan-Korea (14%), Kaohsiung-Taiwan (24%), Tokyo-Japan (38%), Hong Kong (20%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (4%), Keelung-Taiwan (53%), Tokyo-Japan (44%), Bangkok-Thailand (0.2%)

Quarter 4, 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

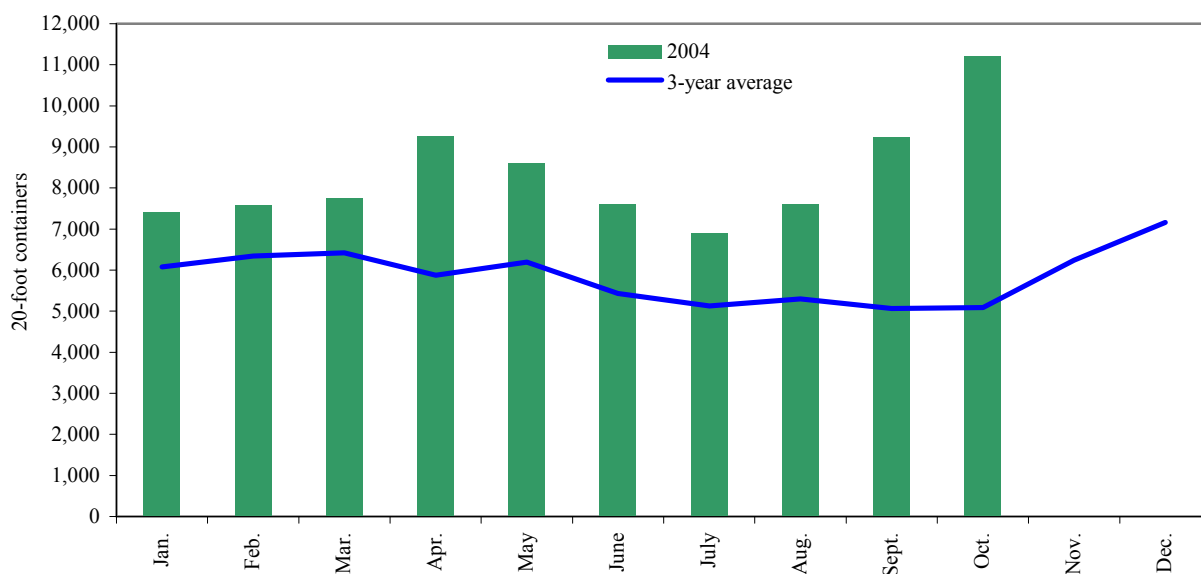
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Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

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Figure 14

**Monthly shipments of containerized grain for 2004 compared with a 3-year average**



Note: PIERS data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

# Contacts and Links

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## Related Websites

*Agricultural Container Indicators*  
*Ocean Rate Bulletin*

<http://www.ams.usda.gov/tmd2/agci/>  
<http://www.ams.usda.gov/tmd/Ocean/index.asp>

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